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25X1C

PHOTOGRAPHIC INTERPRETATION REPORT



**SOUTHEAST ASIA
ACTIVITY REPORT**

**SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM**

NPIC/R-3/67

JANUARY 1967

SUMMARY NO 33

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DECLASS REVIEW by NIMA/DOD

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APPROVAL DATE(S) STOCK MINIMUM
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PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior ☐

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☐ see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/

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Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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2. Railroad Bridge Under Construction, North Vietnam
3. Road Status, Northern Laotian Panhandle
4. Road Construction, Route 922, Laos
5. Suspect Communist Supply Route, Northeast Cambodia

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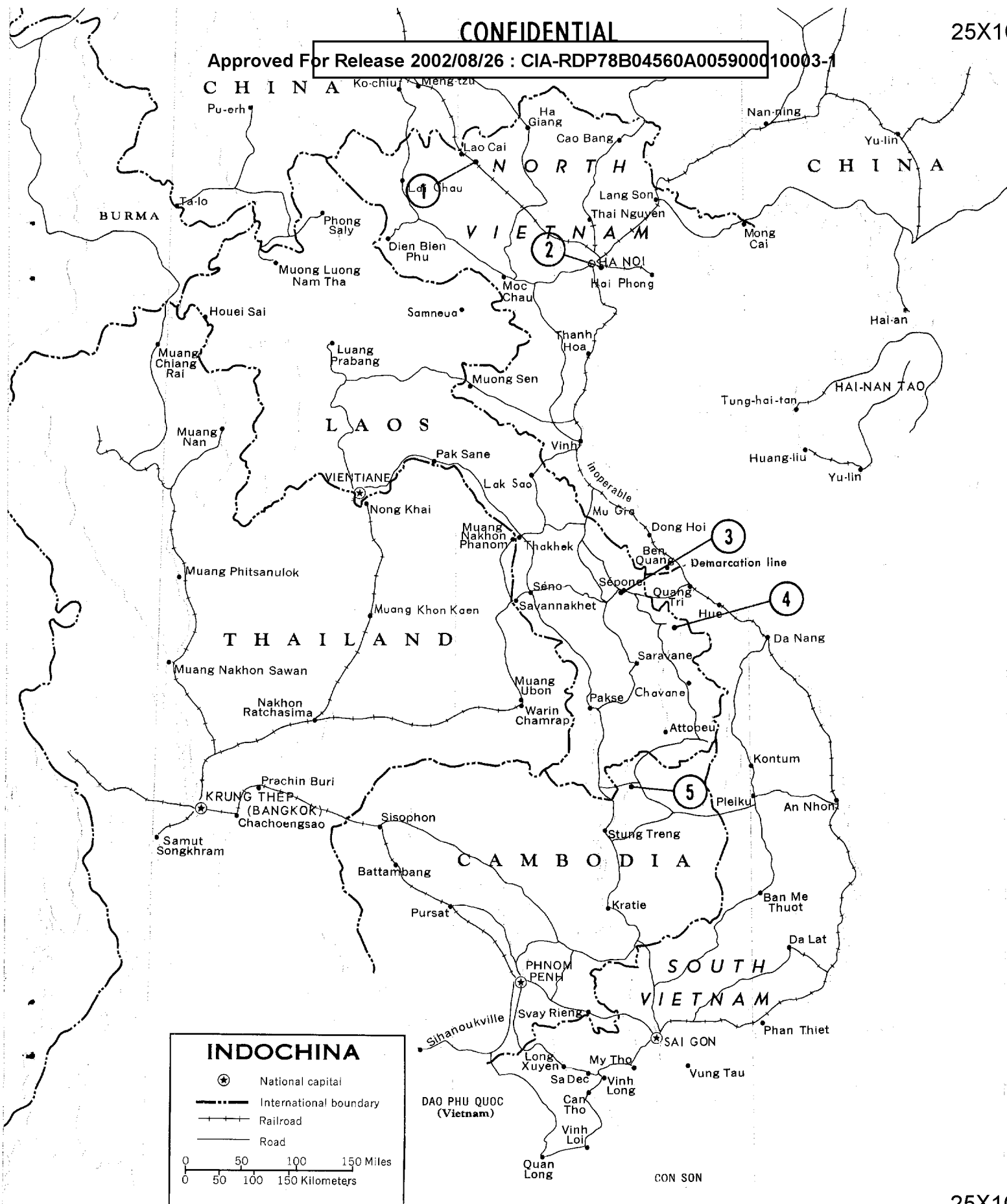
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NAMES AND BOUNDARY REPRESENTATION ARE AS SHOWN ON THE SOURCE

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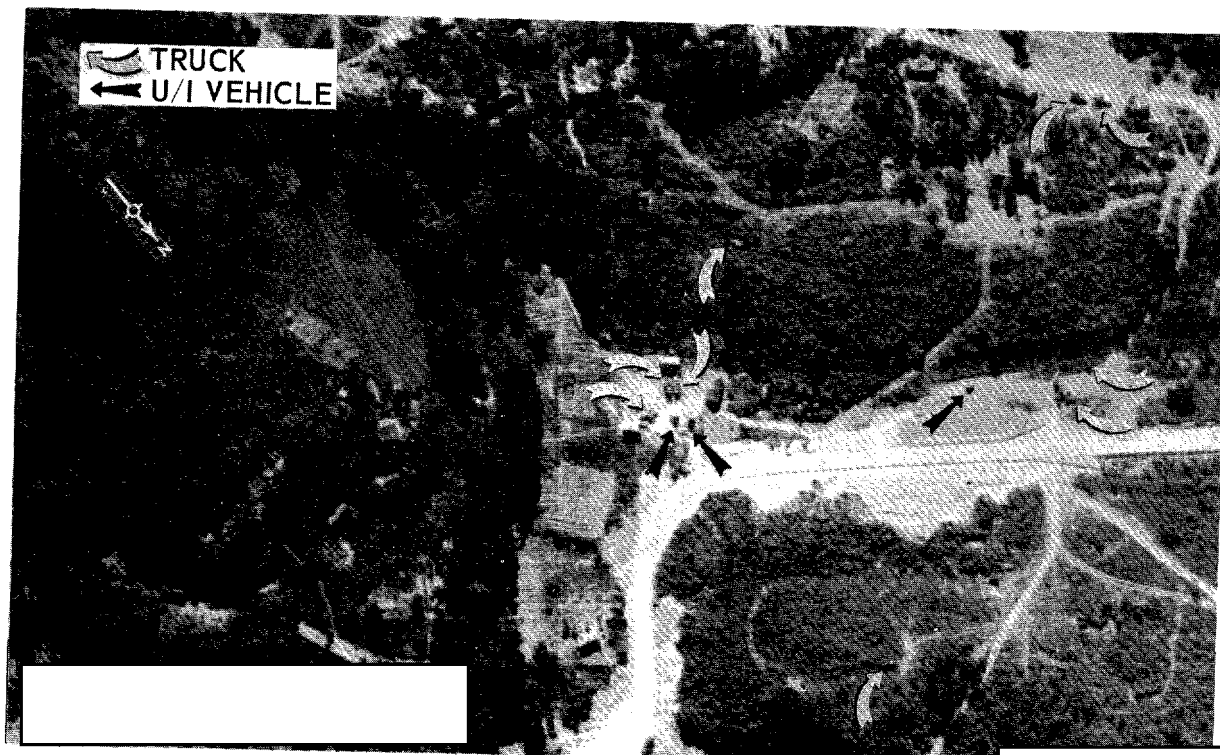
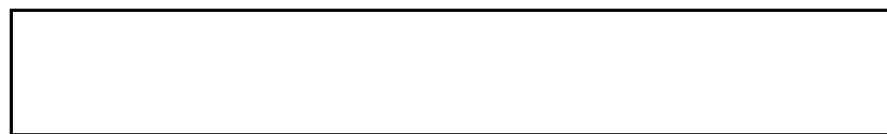
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1. Vehicular Activity, Route 4, North Vietnam

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25X1D [] A concentration of vehicles is observed on photography [] at three of the previously reported construction/military facilities (Summary 25 Item 1) on North Vietnam Route 4, east of Lao Cai. A total of 35 trucks and three unidentified vehicles are located at the facilities in the vicinity of 22-30N 104-05E (Figures 1, 2, and 3). No additional facilities are identified in the area.

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FIGURE 1. VEHICULAR ACTIVITY, ROUTE 4, NORTH VIETNAM

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CHINA

ROUTE 411

FIG 2

FIG 3

FIG 1

LAO CAI

ROUTE 4

ROUTE 408

ROUTE 160

NORTH VIETNAM

RED RIVER

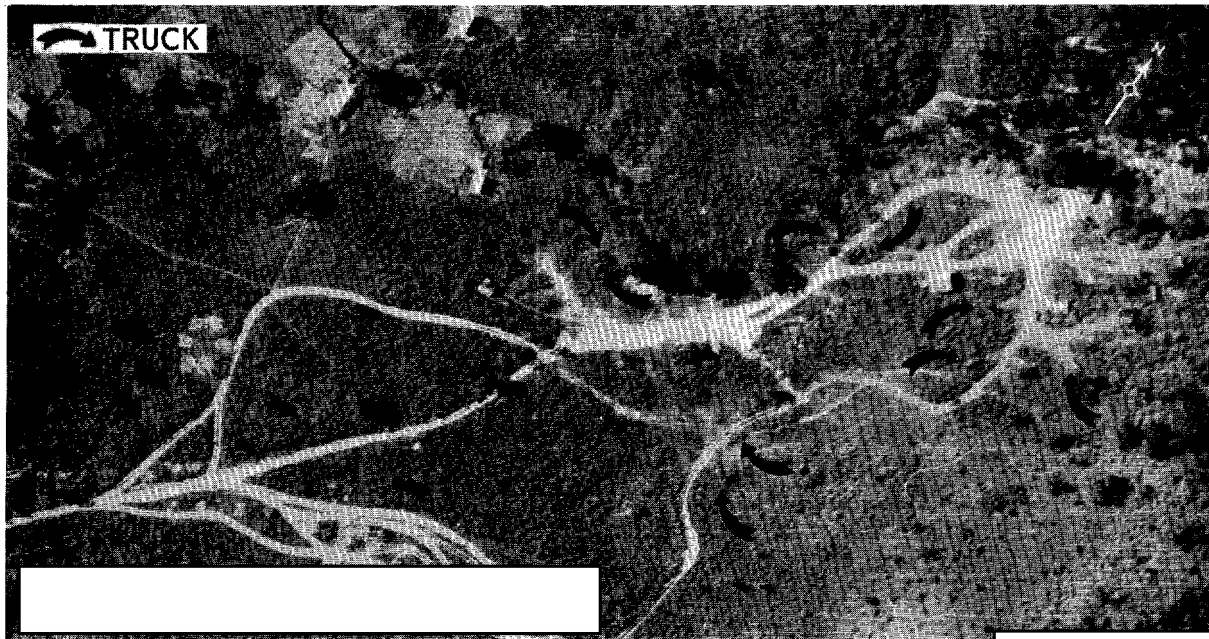
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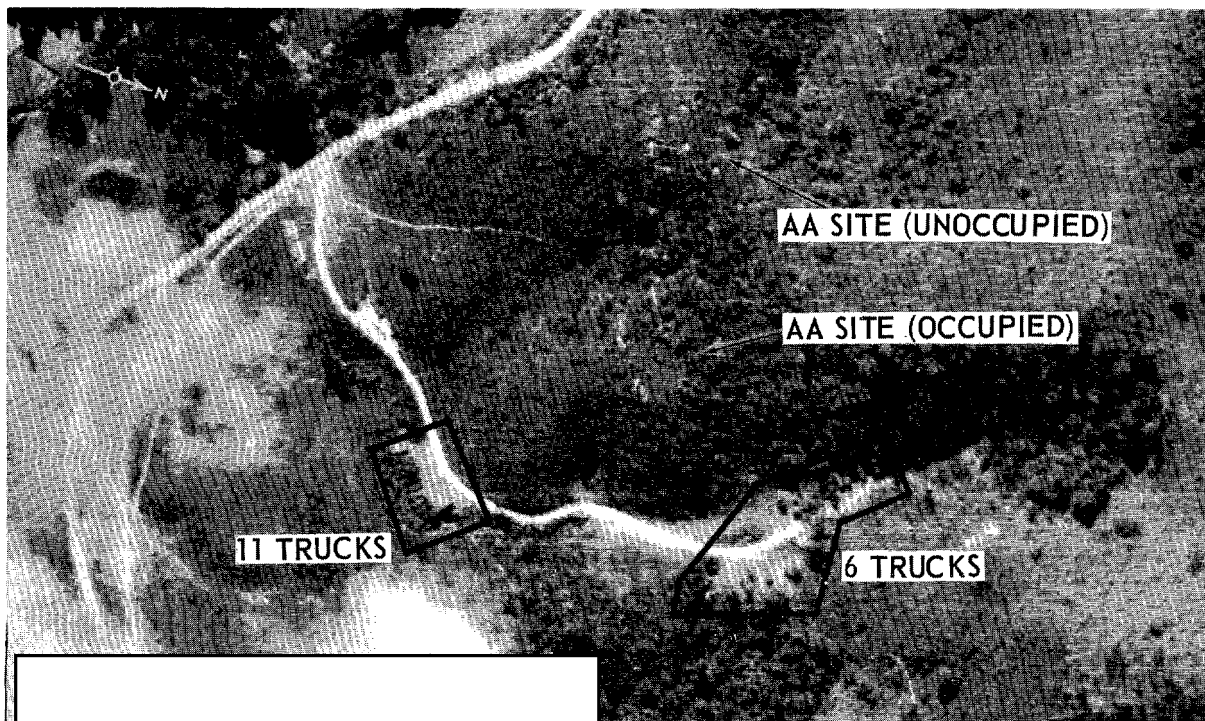
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25X1

FIGURE 2. VEHICULAR ACTIVITY, ROUTE 4, NORTH VIETNAM



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FIGURE 3. VEHICULAR ACTIVITY, ROUTE 4, NORTH VIETNAM

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2. Railroad Bridge Under Construction, North Vietnam

Construction continues on the railroad by-pass bridge east of the Ha Noi Railroad and Highway Bridge over the Canal Des Rapides [redacted] at 21-04N 105-55E. First reported [redacted] (Summary 13), the bridge is nearing completion with all piers in place and the approach track laid with the exception of a 300-foot segment on the south bank (Figures 4 and 5).

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HA NOI/LAO CAI
RAIL LINE

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HA NOI/PING-HSIANG
RAIL LINE

RAILROAD BRIDGE
UNDER CONSTRUCTION

NORTH VIETNAM

GIA LAM
AIRFIELD

ONLY RAIL LINES DEPICTED

25X1C

AMS SERIES L7014
SHEET 6151 II
1ST EDITION 1964
SCALE 1:50,000

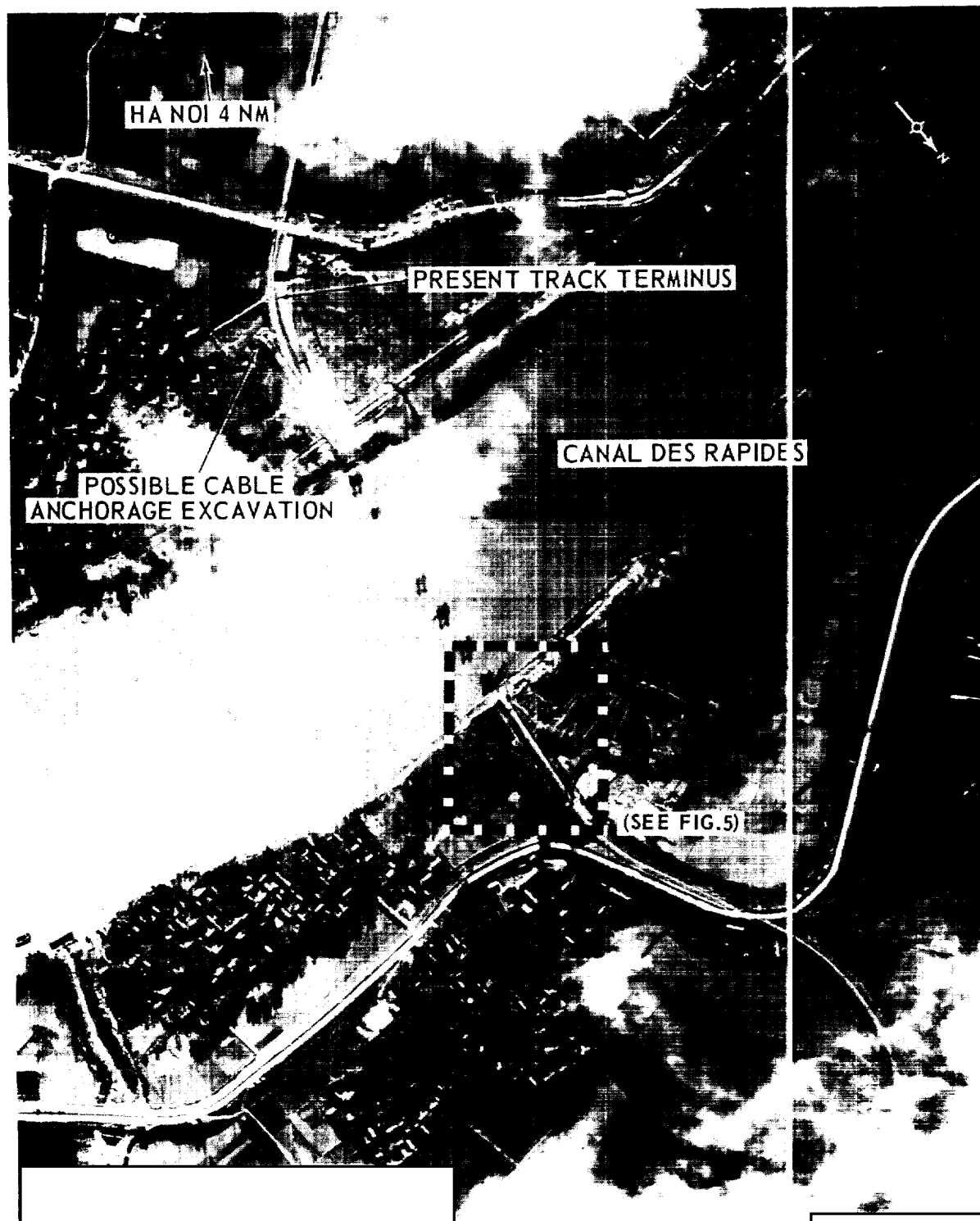
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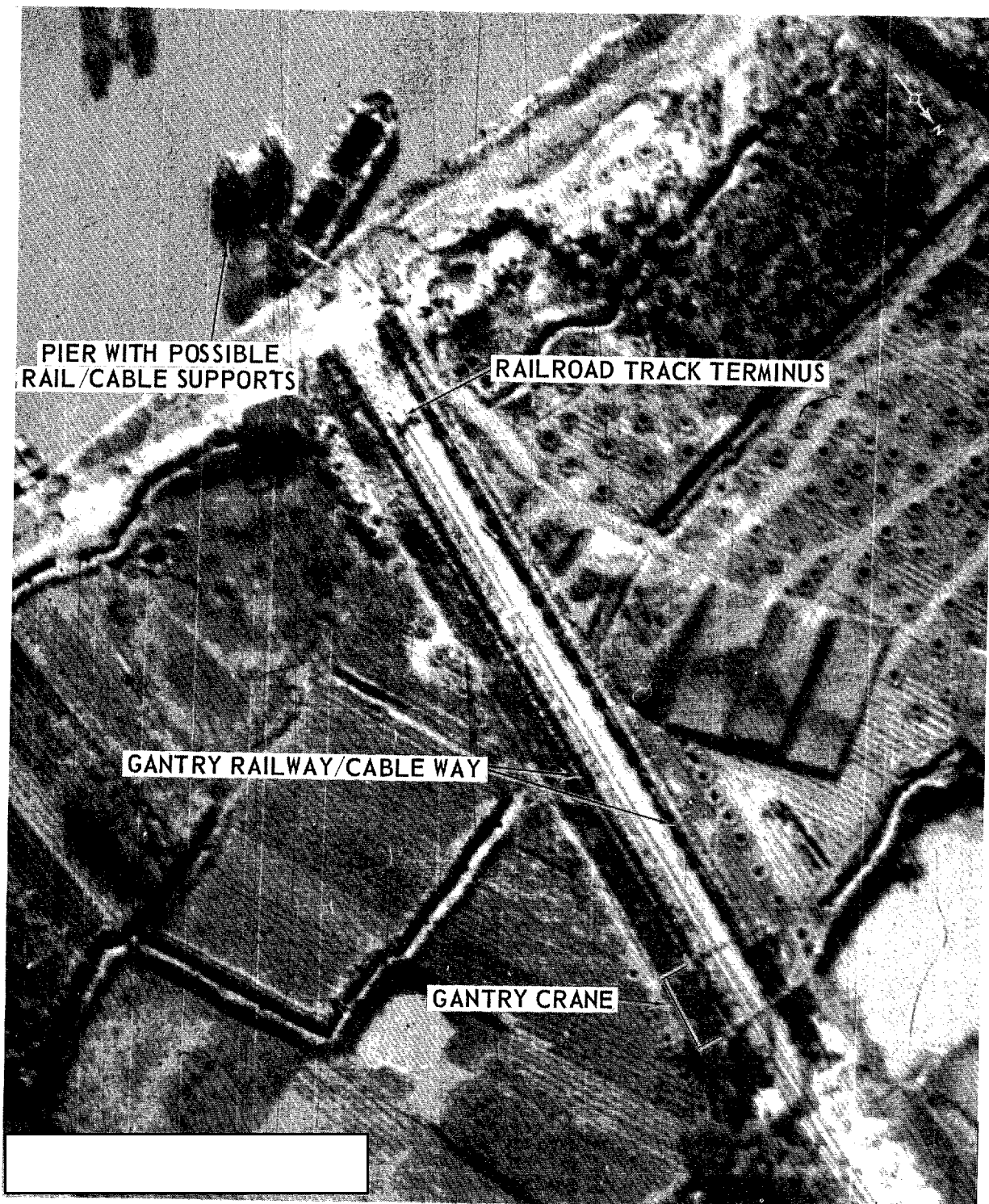
FIGURE 4. RAILROAD BRIDGE UNDER CONSTRUCTION, HA NOI-PING-HSIANG RAIL LINE, NORTH VIETNAM

25X1

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25X1C



25X1D

FIGURE 5. RAILROAD BRIDGE UNDER CONSTRUCTION, HA NOI/PING-HSIANG RAIL LINE, NORTH VIETNAM

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3. Road Status, Northern Laotian Panhandle

Heavy usage of the entire Communist-controlled road network in the northern Laotian Panhandle between Mu Gia Pass and Ban Bac is photo-confirmed (see adjacent map). Route 914 between the junctions with Routes 9 and 92, and Route 92 between 16-18N 106-35E and 16-11N 106-41E are both serviceable and active. Route 922, in addition to being active, has been extended (see Item 4). Other developments throughout the network are: an additional ford has been opened on a Route 23 by-pass across the Se Bang Fai (river) in the Ban Pak Phanang area (Figure 6); Route 912 remains serviceable on a day-by-day basis (the interdictions on Figure 7 had been repaired [redacted] [redacted] Route 239 has been opened between Routes 911 and 23 (Figures 8 and 9) and could provide an alternate southern route.

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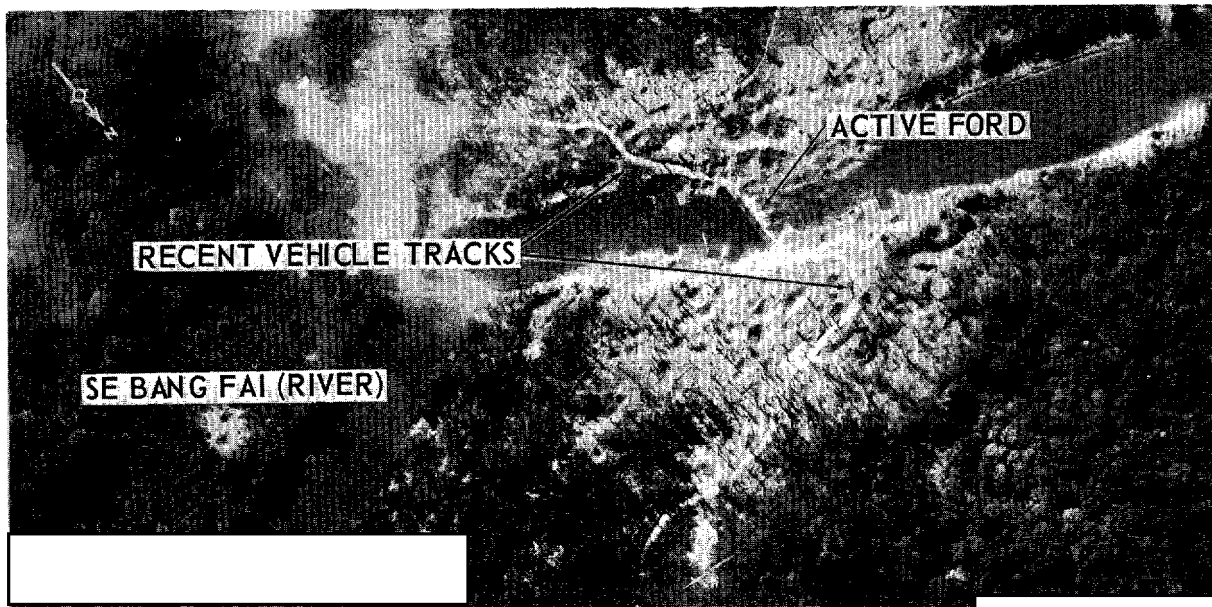


FIGURE 6. ROAD STATUS (17-24N 105-43E), ROUTE 23 BY-PASS, NORTH VIETNAM.

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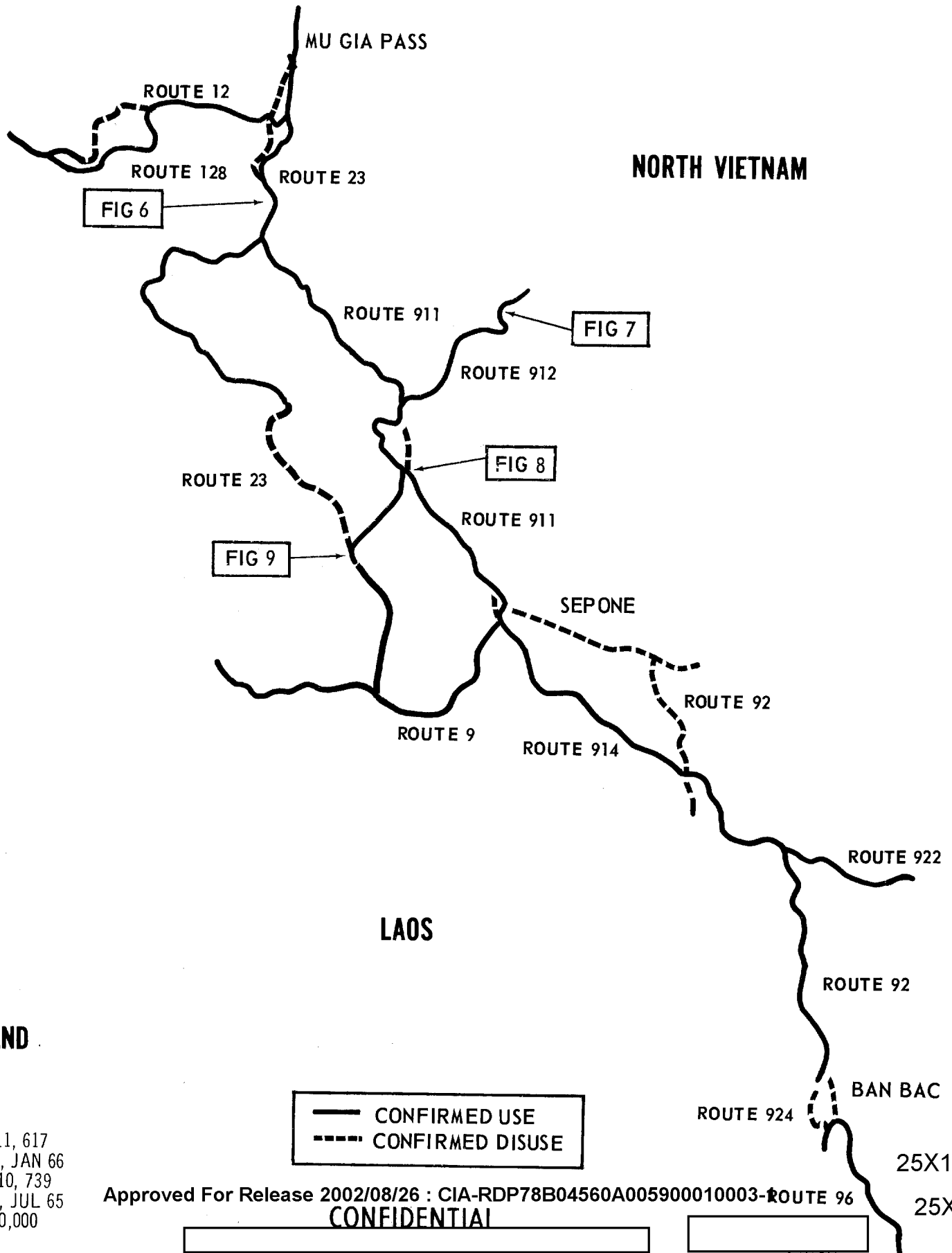
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THAILAND

WAC, ONC J-11, 617
5TH EDITION, JAN 66
WAC, ONC K-10, 739
3RD EDITION, JUL 65
SCALE 1:1,000,000

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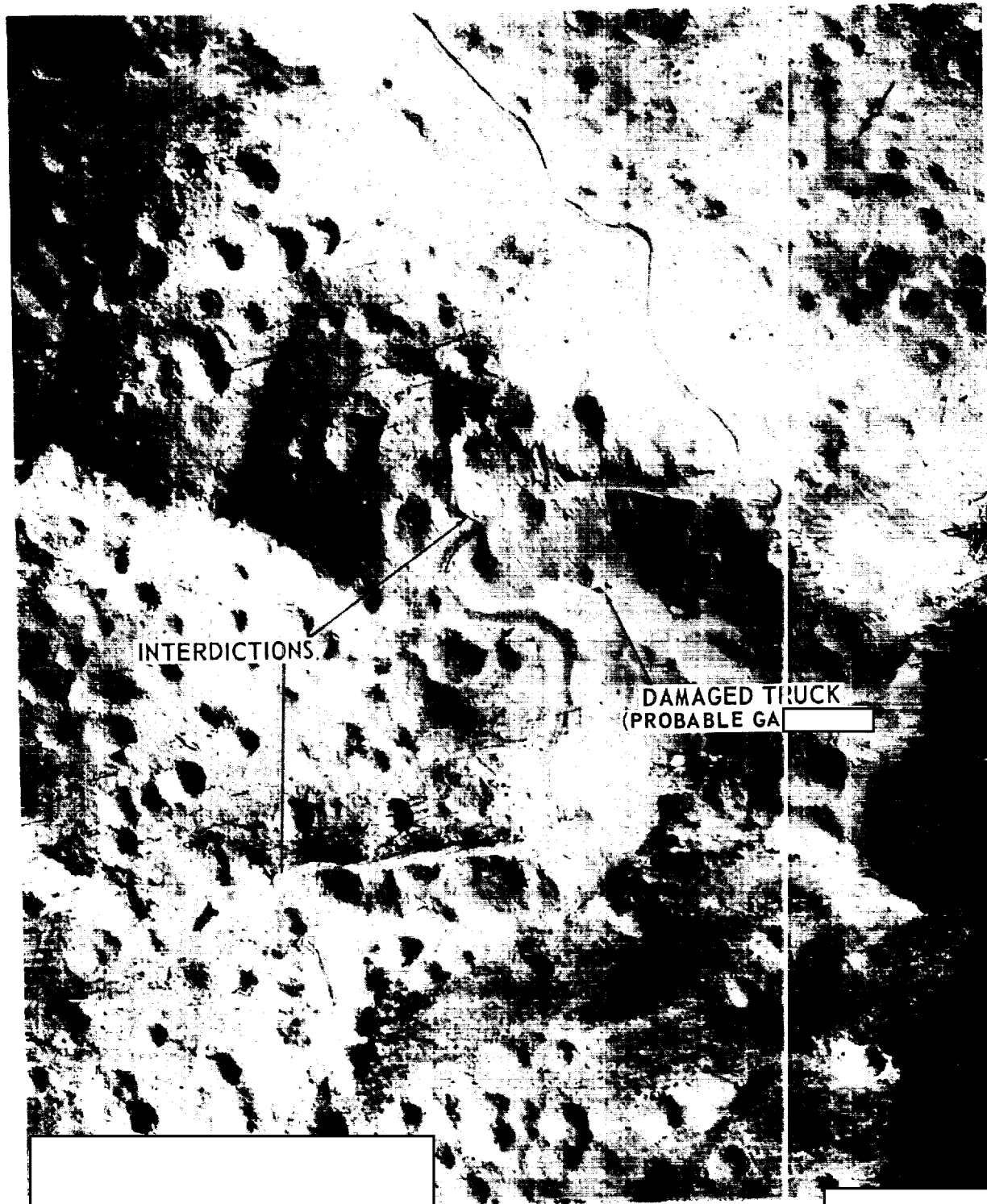
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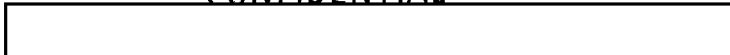
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FIGURE 7. ROAD STATUS (17-13N 106-08E), ROUTE 912, LAOS

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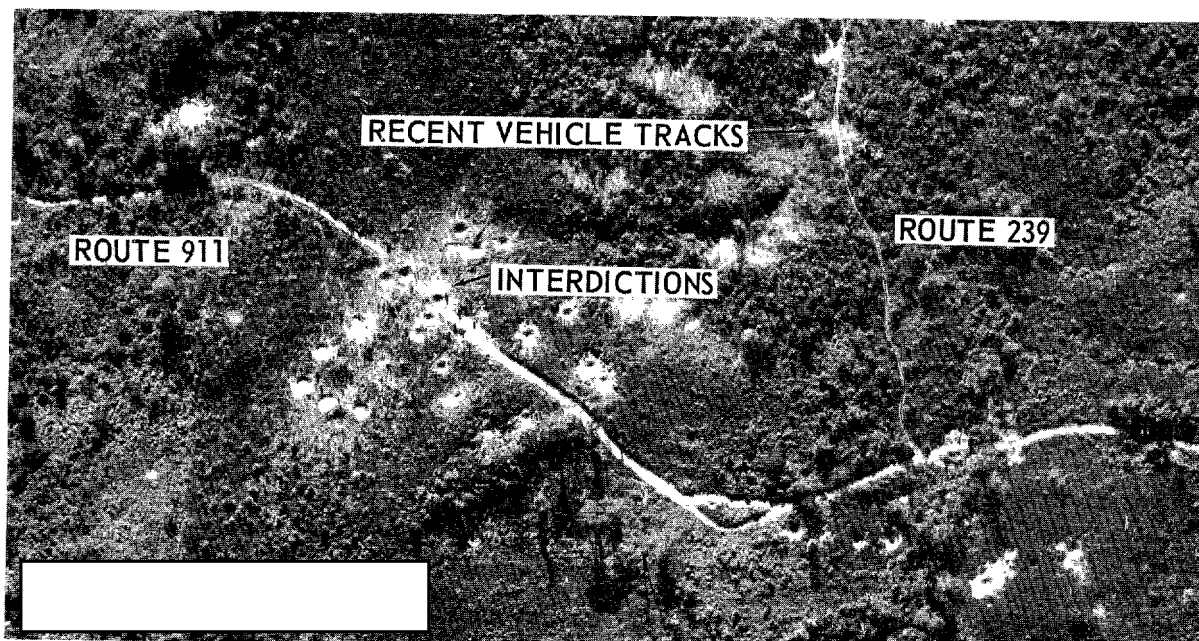
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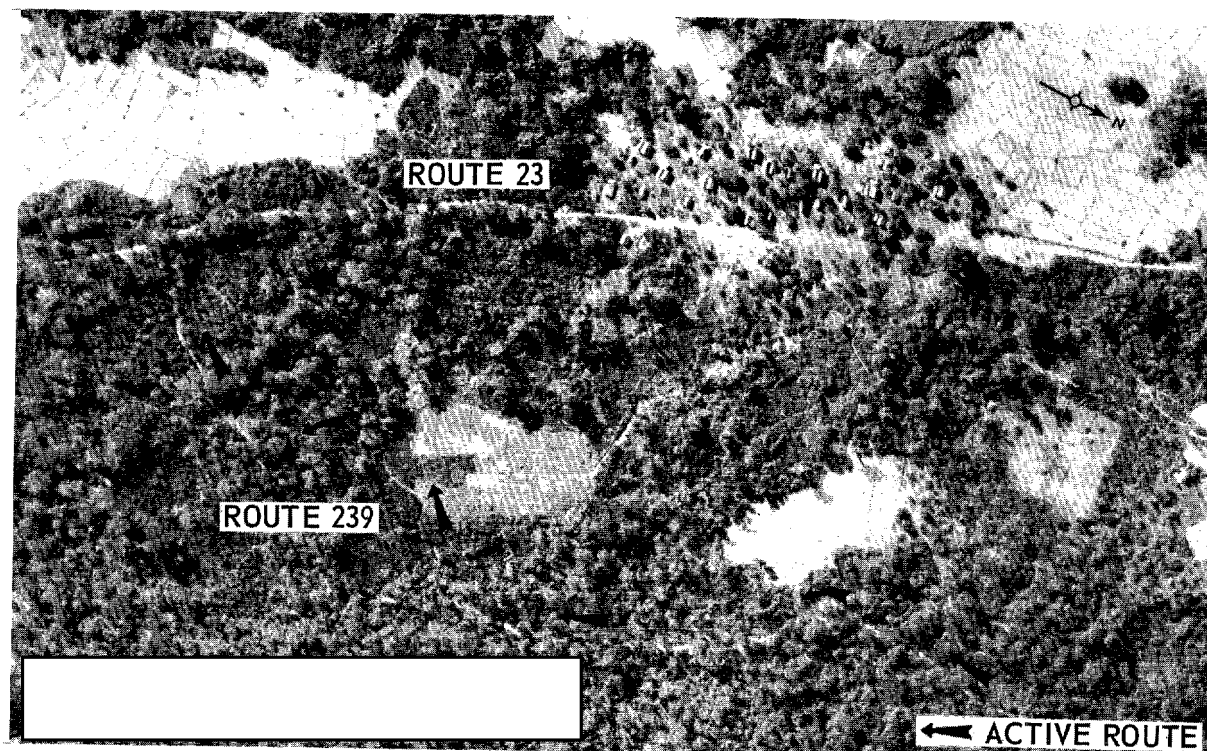
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FIGURE 8. ROAD STATUS (16-57N 105-58E), JUNCTION OF ROUTES 911 AND 239, LAOS

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FIGURE 9. ROAD STATUS (16-49N 105-52E) JUNCTION OF ROUTES 23 AND 239, LAOS

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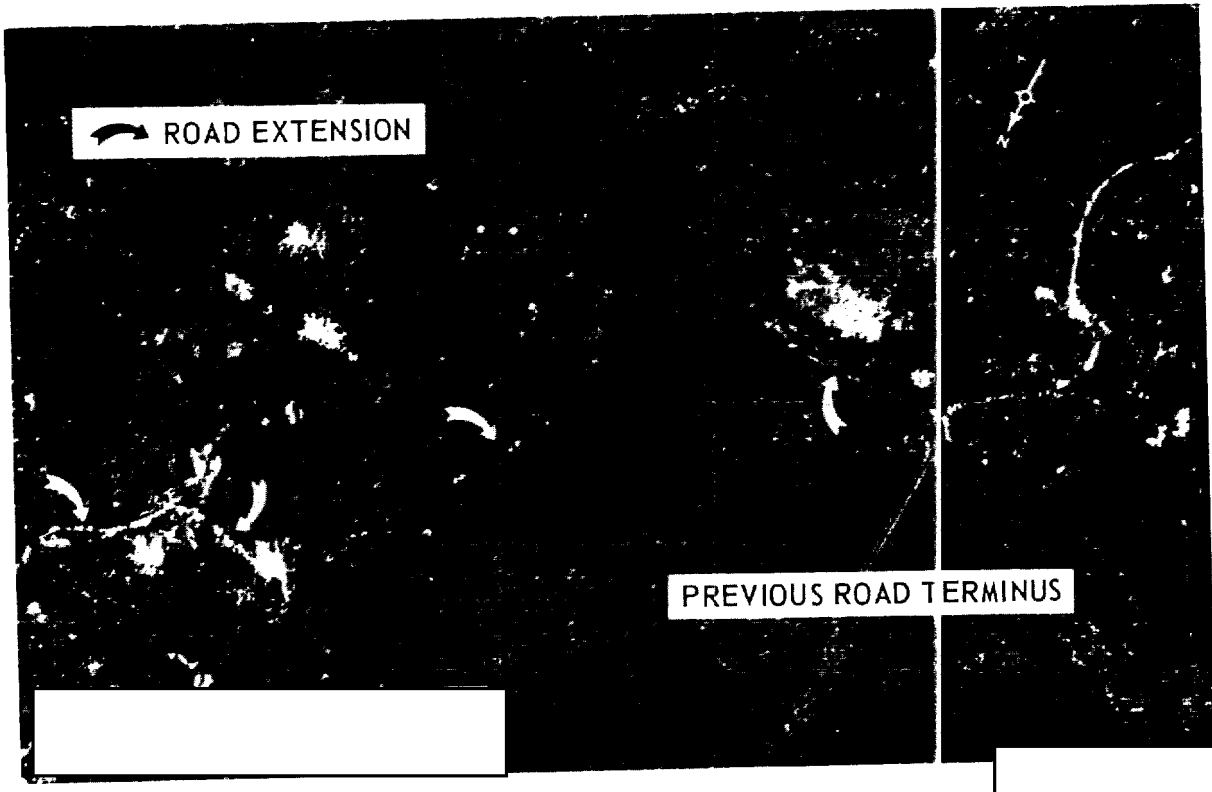
4. Road Construction, Route 922, Laos

Route 922 has been extended generally east from its previously reported terminus at 16-14N 106-58E to approximately 16-14N 106-56E. A suspect staging area was identified [redacted] in a heavily wooded area at the terminus, from which four heavily used trails radiated toward South Vietnam. Subsequent air strikes destroyed the protective tree cover and there was little evidence of activity along the entire route [redacted]. Vehicle tracks now extend from the previous terminus at UTM YC004971 (Figure 10) to an active ford across the Se Pone (river) at UTM YC067964, and terminate at approximately UTM YC072962 (Figure 11). A well-used trail continues east from this point; however, at this time there is no evidence of an intent to extend the road further.

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25X1D



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FIGURE 10. ROAD EXTENSION, ROUTE 922, LAOS

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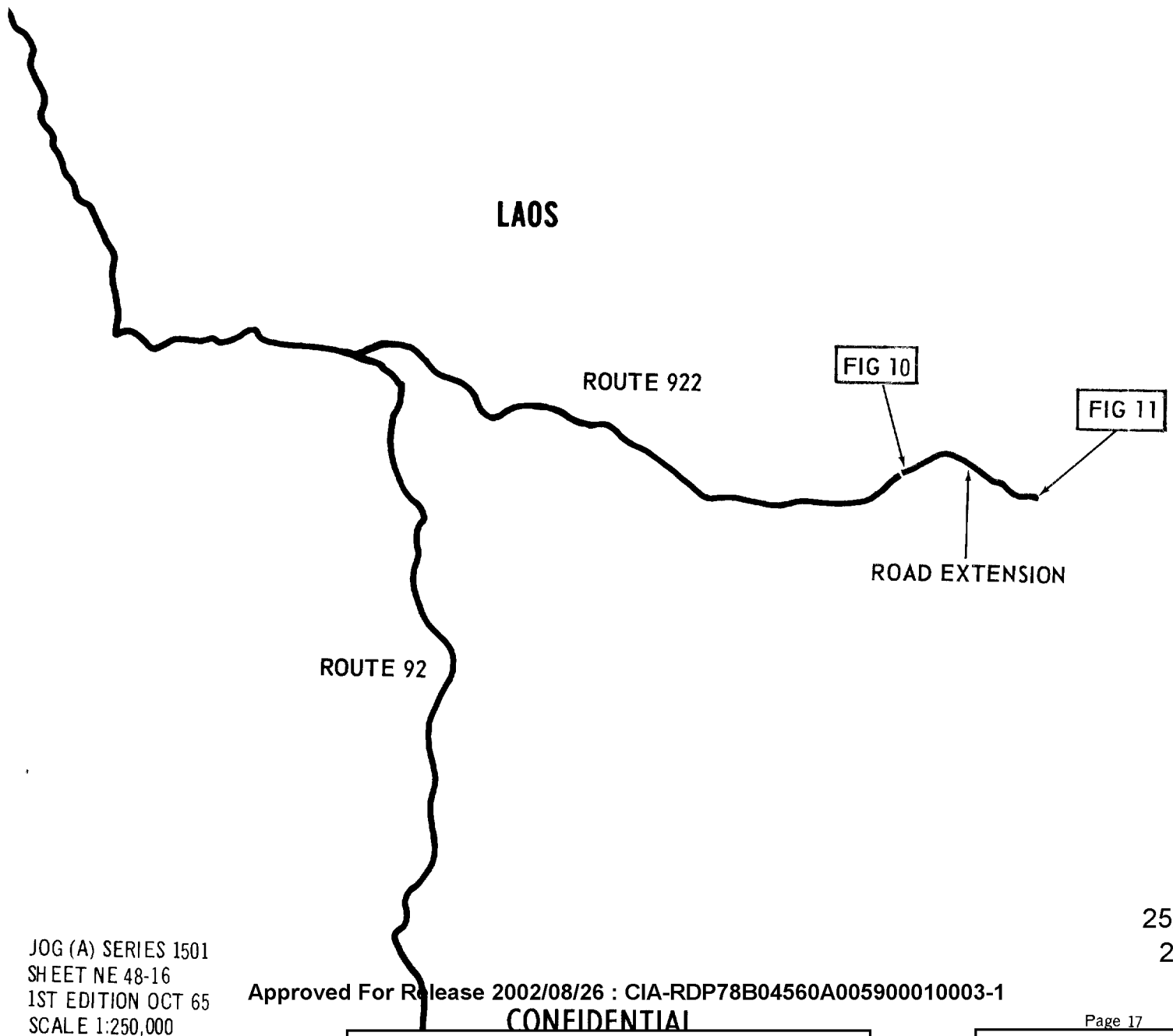
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SOUTH VIETNAM



JOG (A) SERIES 1501
SHEET NE 48-16
1ST EDITION OCT 65
SCALE 1:250,000

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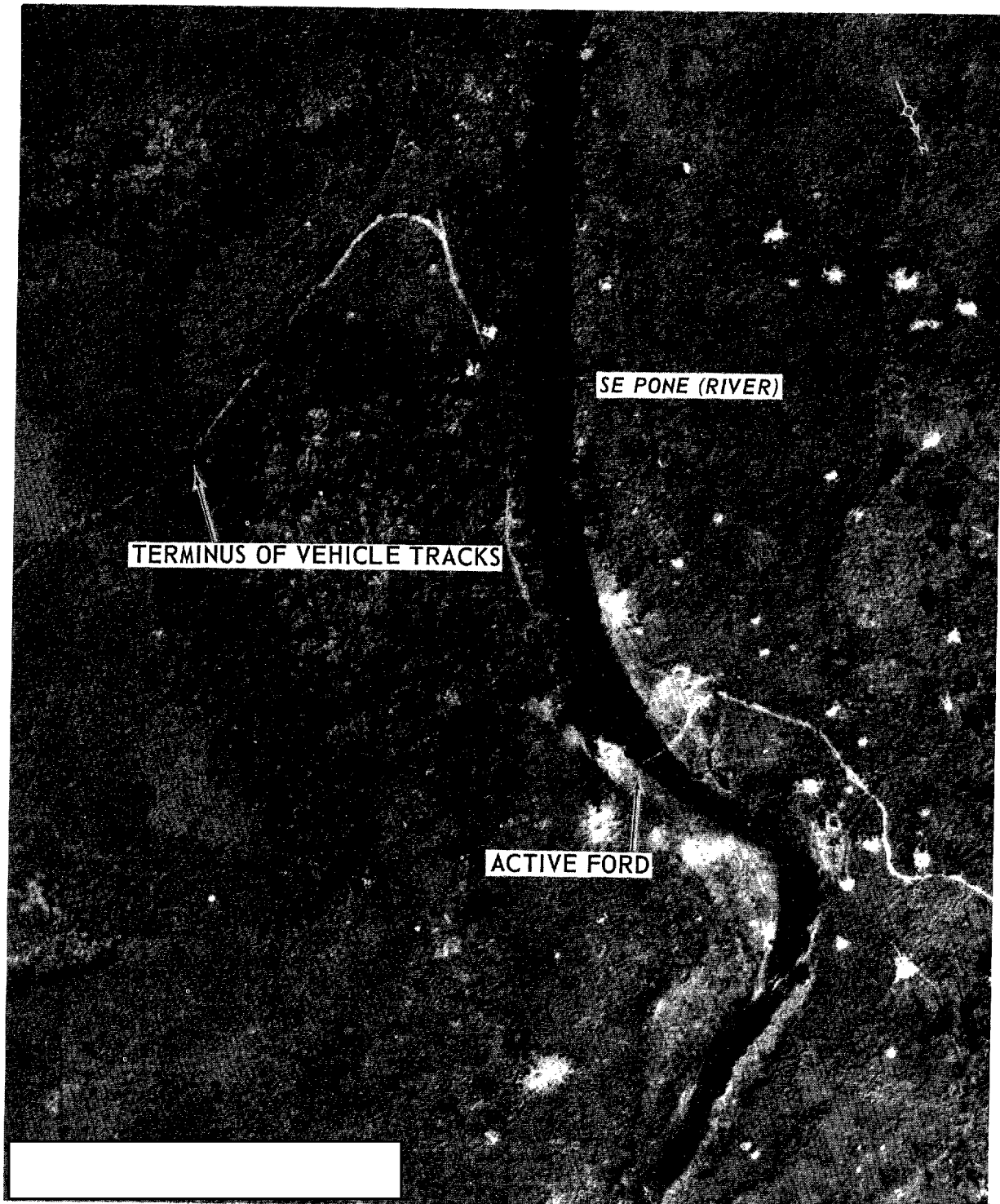
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FIGURE 11. NEW ROAD TERMINUS, ROUTE 922, LAOS

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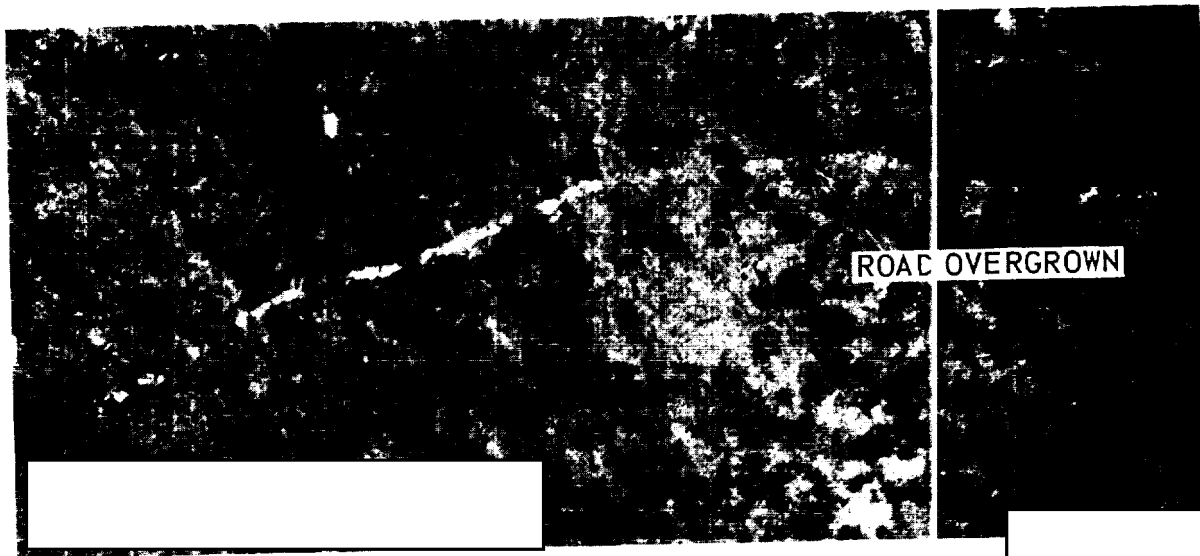
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5. Suspect Communist Supply Route, Northeast Cambodia

A suspect Communist supply route extends north from Stung Treng (13-31N 105-54E), Cambodia, along Routes 13 and 14 to the vicinity of Siemprang, then north on the Tonle Kong (river) to the vicinity of the Cambodia/Laos Border, and then into Laos via Cambodia Route 97 and Laos Route 110. Multiple heavily-used vehicle tracks are observed along Route 14 (Figure 13) and north from Siemprang on an unnumbered road to a probable transshipment area on the Tonle Kong at 14-12N 106-23E (Figure 16). Increased river traffic has been observed on the Tonle Kong between this area and the Cambodia/Laos Border (Figure 14 and Summary 30, Item 3), while the southern half of Route 97 is in disuse (Figure 12). At least one transshipment point has been identified near the border, connected to Route 97/110 by an active access road (Summary 30, Item 3). Causeways have recently been constructed from each bank of the Tonle Kong at Stung Treng (Figures 16 and 17), which could significantly increase the volume of vehicular traffic by halving the ferrying distance.

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FIGURE 12. ROAD STATUS (14-17N 106-21E), ROUTE 97, CAMBODIA

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BAN SAN KEO

LAOS

ROUTE 197

TONLE KONG
(RIVER)

FIG 12

FIG 14

FIG 15

CAMBODIA

SIEMPANG

FIG 13

ROUTE 194

ROUTE 14

LAOS

← SUSPECT COMMUNIST
SUPPLY ROUTE
--- CONFIRMED DISUSE

JOG (A) SERIES 1501
SHEET ND 48-7, 48-11
1ST EDITION OCT 65
SCALE 1:250,000

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ROUTE 13

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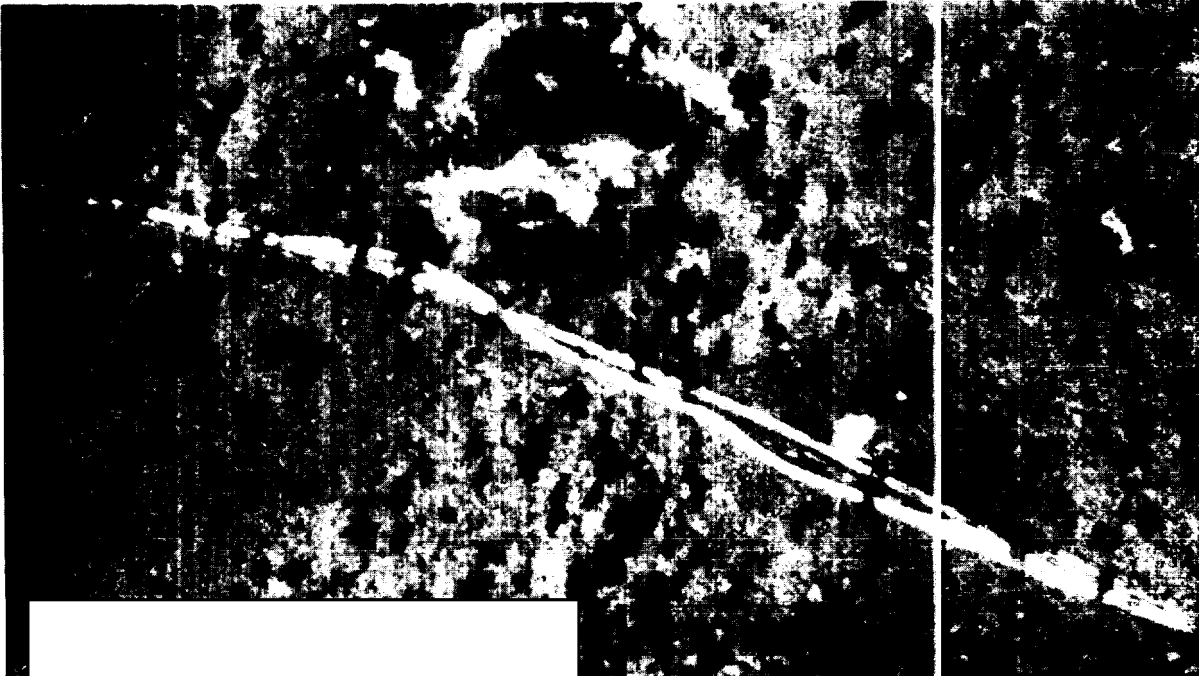
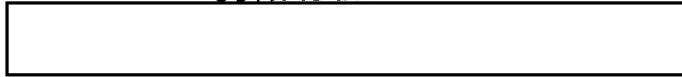


FIGURE 13. ROAD STATUS (14-06N 106-18E), ROUTE 14, CAMBODIA

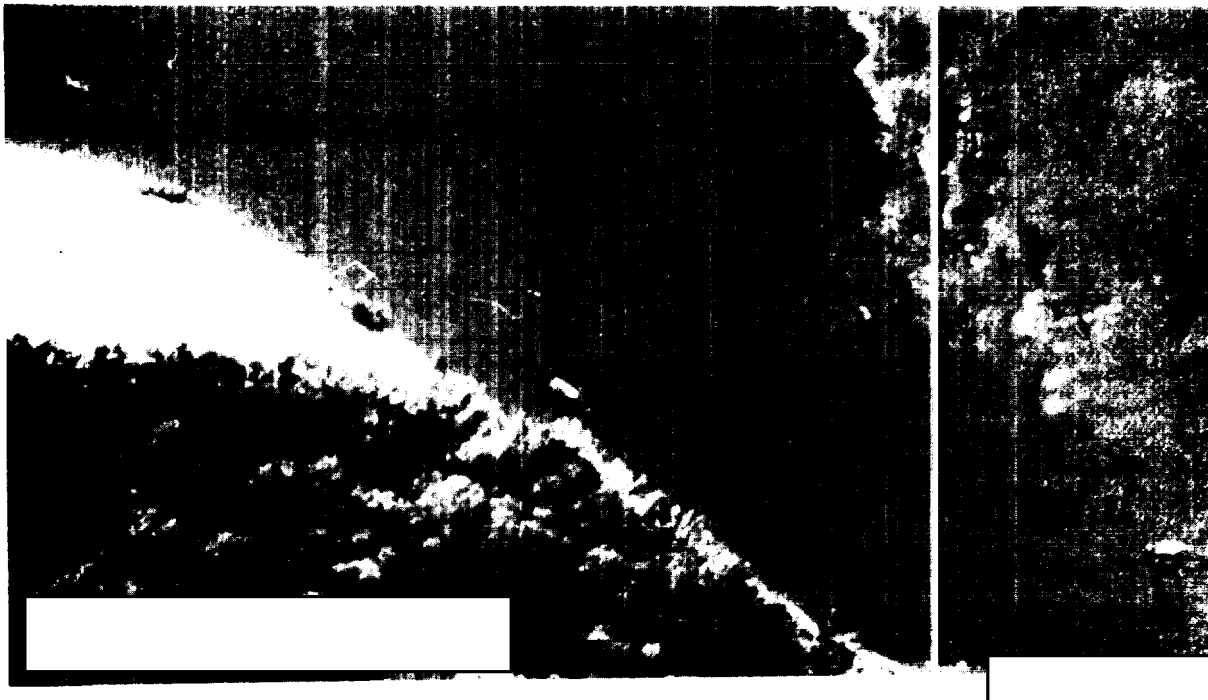
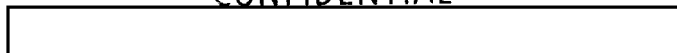


FIGURE 14. MOTORIZED RIVER CRAFT (14-15N 106-22E), TONLE KONG (RIVER), CAMBODIA

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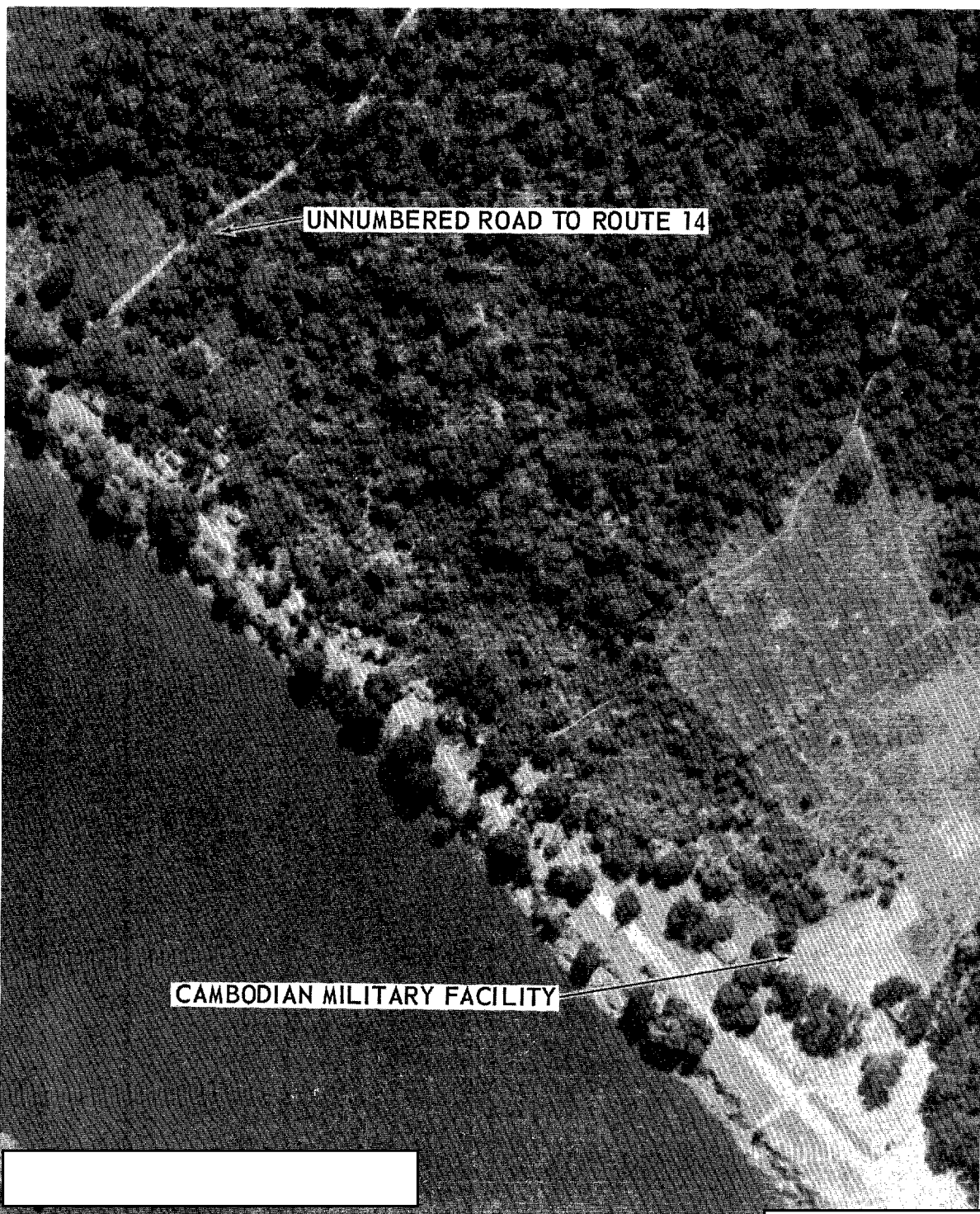


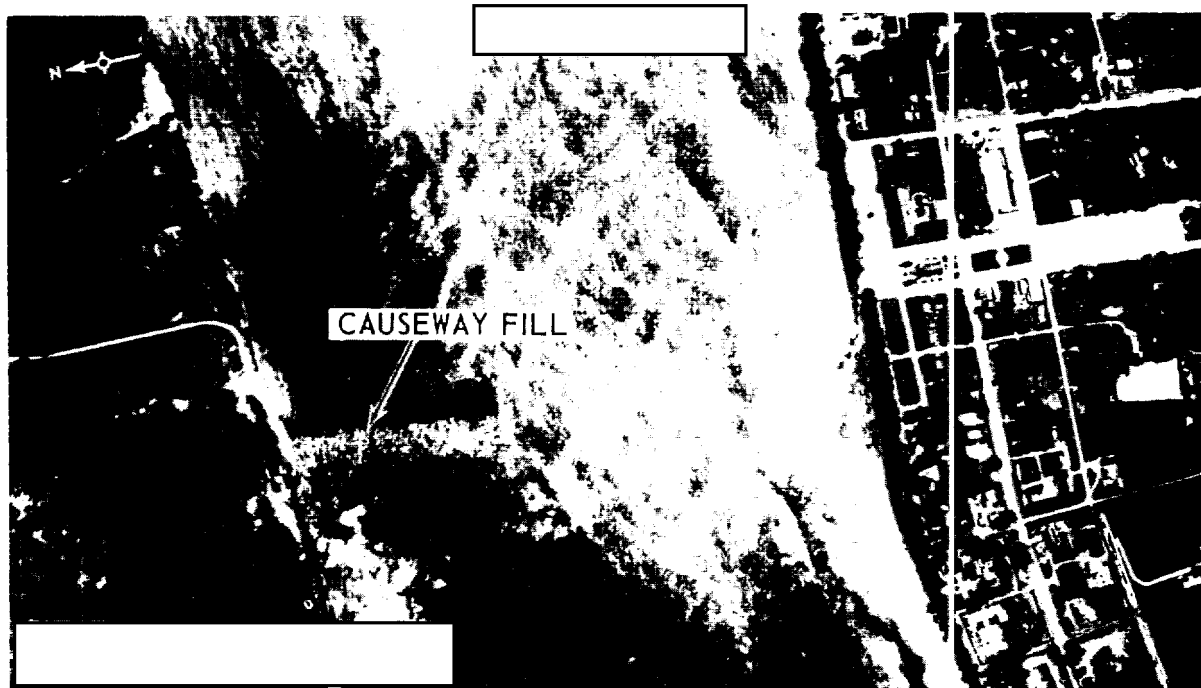
FIGURE 15. PROBABLE TRANSHIPMENT AREA (14-12N 106-23E), TONLE KONG (RIVER), CAMBODIA

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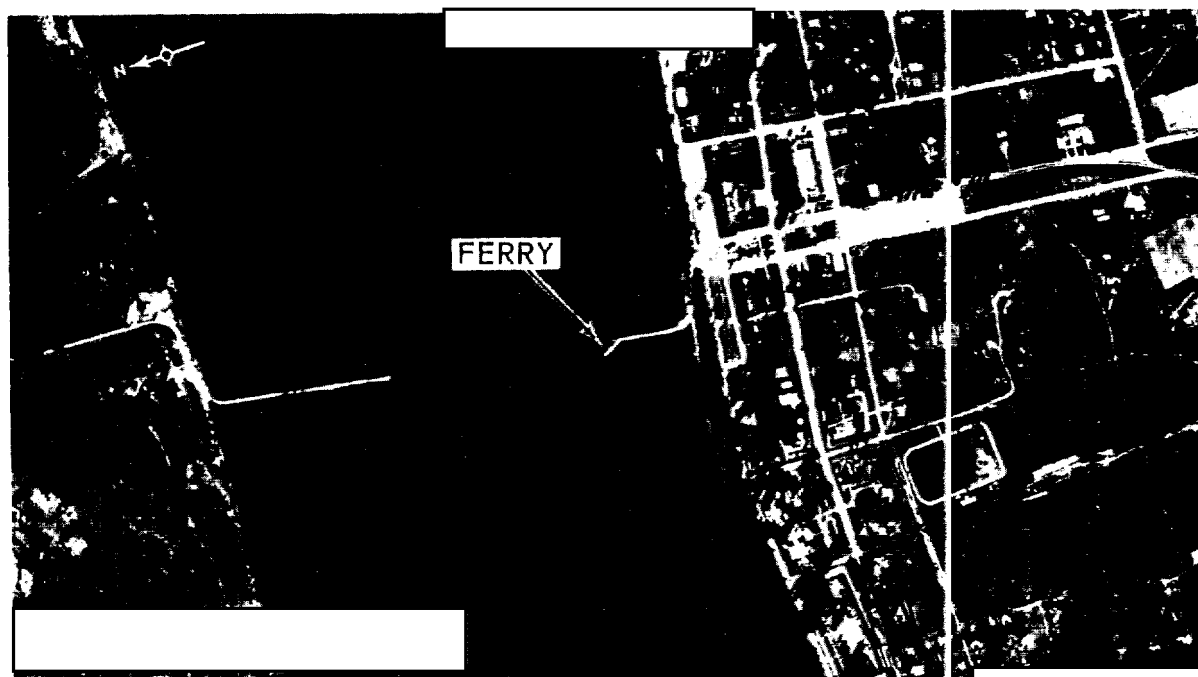


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FIGURE 16. CAUSEWAY UNDER CONSTRUCTION, STUNG TRENG, CAMBODIA

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FIGURE 17. CAUSEWAY AND FERRY CROSSING, STUNG TRENG, CAMBODIA

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CAMBODIA

STUNG TRENG

CAUSEWAY
UNDER
CONSTRUCTION

ROUTE 19

ROUTE 13

25X1C

ONLY MAJOR ROUTES DEPICTED
SUSPECT COMMUNIST SUPPLY ROUTE

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JOG(A) SERIES 1501
SHEET NO 48-11
1ST EDITION OCT 65
SCALE 1:250,000

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